

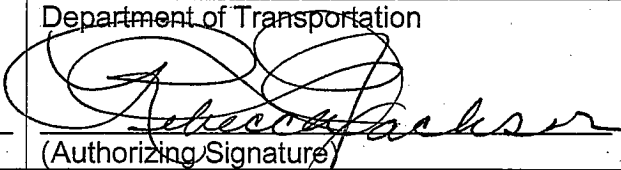
2007 Missouri Quality Award Winner

ADDENDUM 001
REQUEST FOR PROPOSALS

#6-081016

EXTRA HEAVY DUTY TANDEM AXLE DUMP TRUCK
RFP #6-081016

Offerors should acknowledge receipt of Addendum 001 (ONE) by signing and including it with the original proposal. The due date for receipt of proposal has not changed by this Addendum. Accordingly, the following clarifications, questions and answers are believed to be of general interest to all potential Offerors. All other terms and conditions remain unchanged and in full force.

Name and Title of Signer (Print or type)	Name and Title of Department Authority Rebecca L. Jackson, CPPO, CPPB General Services Procurement Manager
Contractor/Offeror Signature	Department of Transportation 
(Signature of person authorized to sign)	(Authorizing Signature)
Date Signed:	Date Signed: 09/29/08

Original Document Clarifications/Corrections:

- Section (1), Paragraph (B), Last Sentence – Delete and replace with the following:
Weight capacity in these applications should be a total weight of 58,000 lbs.
- A vendor contacted the procurement office stating the RFP document stated two different times for the receipt of proposals. The original RFP clearly identifies that proposals must be received no later than 2:00 p.m. on October 16, 2008.
- Offeror's are allowed to submit multiple equipment proposals.
- Specific design specifications are not utilized to support and encourage vendor creativity, and utilize industry experience to supply MoDOT with a truck design offering the best value for every dollar spent.

Question 1: If one of the engines we propose will be from off shore will it be acceptable?

Response 1: All respondents are encouraged to review the information contained in the Missouri Domestic Product Procurement Act and to complete the form accurately. MoDOT understands there is the probability that parts used to produce/manufacture fleet equipment in the United States will include some foreign produced components. When reviewing this information for the award, the amount of foreign produced components will factor into the cost calculation portion of the RFP evaluation. Equipment containing 100% parts produced in the United States will be considered for award if the cost of this equipment is not more than 10% higher than the equipment containing foreign produced components.

Question 2: If one of our engines will require a cut out in the radiator for the front P.T.O. is that acceptable?

Response 2: Yes so long as task performance is in accordance with Section (1), Paragraph (B).

Question 3: Are bolt-on front frame extensions acceptable?

Response 3: Yes, however, each truck shall be equipped with all safety components that are required by the current Federal Motor Vehicle Safety Standards.

Question 4: Will multi width front frame rails be allowed?

Response 4: Yes, however, each truck shall be equipped with all safety components that are required by the current Federal Motor Vehicle Safety Standards.

Question 5: Will double frame rails be allowed with their characteristics of rusting between the members?

Response 5: Double frame rails are allowable.

Question 6: Will set back axle configurations be allowed (not snow plow friendly)

Response 6: This is allowable, however, MoDOT prefers a set forward axle that will provide the highest degree of snowplow functionality.

Question 7: Will the trucks be used to pull "pull-pavers"?

Response 7: Yes.

Question 8: What type of exhaust and DPF will be required, vertical or horizontal?

Response 8: Whichever exhaust system providing the highest degree of functionality for the equipment offered.

Question 9: Will automatic idle shutdown be utilized?

Response 9: MoDOT presently utilizes an automatic idle shutdown feature for increased fuel efficiency, however, proposals can contain optional solutions for fuel efficiency.

Question 10: Will low turn-on speed alternators be required?

Response 10: This is not required but desired.

Question 11: Will factory installed two-way radio and plow wiring be required?

Response 11: This is not required but desired as MoDOT does install two-way radios in all trucks.

Question 12: Will air tailgate, body lifts, etc. be required to utilize programmable safety interlocks?

Response 12: Each truck shall be equipped with all safety components that are required by the current Federal Motor Vehicle Safety Standards. Also, refer to Section (4), Paragraph (B)(1)(c).

Question 13: Are dual air cleaners required?

Response 13: No.

Question 14: Will radiators with PTO shafts running thru the radiator be allowed, they maybe required with certain engine offerings?

Response 14: See response to Question 2 above.

Question 15: Are manual transmissions acceptable?

Response 15: Respondents must include pricing for manual and automatic transmissions for each equipment submission.

Question 16: With B-20 diesel fuel required, will steel fuel tanks be allowed?

Response 16: Steel fuel tanks are allowable and if submitted in a proposal, Offeror shall describe additional precautions taken to reduce potential rusting due to the use of B20 fuel.

Question 17: With B-20 diesel fuel, will auxiliary fuel systems heaters be required if so what type –in-tank or remote?

Response 17: Auxiliary fuel heating systems are not required on the base unit, but inclusion of an in-tank or remote fuel heating system as optional equipment is desired.

Question 18: Are driver and passenger amenities at the discretion of the bidder?

Response 18: Please refer to Page 5, Section (2), Paragraph (B)(6) and Page 10, Section (4), Paragraph (B)(1)(c).

Question 19: Will safety interlocks be required if automatic transmissions are requested?

Response 19: Each truck shall be equipped with all safety components that are required by the current Federal Motor Vehicle Safety Standards. Also, refer to Section (4), Paragraph (B)(1)(c).

Question 20: What is the requirement in feet and time to reach what speed on what grade with the stated GVW? (This question is required to predict the MPG, engine horsepower and fuel tank volume to achieve the 350-mile range required in the MHTC RFP)

Response 20: In response to this question, Section (2), Paragraph (B)(3) is deleted and replaced with the following:

(3). Fuel tank size and configuration will be utilized in the functionality portion of the evaluation process.

Question 21: What is the required cruising speed for the GVW loading in the RFP and on what percent grade is cruising speed to be maintained with the required GVW loading? (This question is required to predict the MPG, engine horsepower and fuel tank volume to achieve the 350 mile range required in the MHTC RFP)

Response 21: In response to this question, Section (2), Paragraph (B)(3) is deleted and replaced with the following:

(3). Fuel tank size and configuration will be utilized in the functionality portion of the evaluation process.

Question 22: To allow us to put together a competitive package will MHTC allow a foreign/non US engine?

Response 22: See response to Question 1 above.

Question 23: Are domestic owned truck manufacturing companies required, if not will preference be shown to domestically owned manufactures?

Response 23: See response to Question 1 above.

Question 24: Is there a minimum spreader capacity required? A 10' or smaller spreader can meet all requirements.

Response 24: Please refer to Section (2), Paragraph (B)(1).

Question 25: Do you prefer 304 stainless, 210 stainless, corten or carbon steel for the spreader?

Response 25: All options are allowable. MoDOT currently utilizes 304 stainless. The cost compared to life expectancy of each proposed spreader will be considered in the evaluation.

Question 26: It appears a brine pre-wet system may not be required, although salt brine is mentioned. Is a pre-wet kit required and if so, what capacity tanks are desired?

Response 26: If this kit is not included in the base unit offered, costs should be included as an add option.

Question 27: We want to propose the correct tarp system, which could be proposed with an open mesh type cover. Should a high temperature asphalt tarp be required?

Response 27: Please review the information on Page 4, Section (1), Paragraph (B).

Question 28: To properly design the hydraulic system, one needs to know the various hydraulic demands, other than the spreader, underbody, wings and front plow. What other needs should be considered in the design?

Response 28: Additional consideration should be given to the use of towplows and trailers. MoDOT desires a hydraulic system offering flexibility in functionality.

Question 30: MoDOT generally uses mid-mount 8' wings, but has bought longer wings up to 13', which were front-mounted. Would MoDOT clarify "Equipped to mount and operate a left (right) plow wing?" Is MoDOT expecting a mid-mount wing? If so, what length?

Response 30: MoDOT currently predominantly utilizes 8' mid-mount wings. MoDOT is interested in options that will result in the most efficient and effective operation.

Question 31: MoDOT has a comprehensive and detailed snow plow truck specification and contract in place. If you were able to tell me what items you wanted on your truck that varied from this specification it would much easier to provide a response to meet your needs.

Response 31: The original RFP and Addendum identify the minimum requirements and the basis for evaluation and review. We encourage industry truck experts to provide proposals that will meet the requirements of the RFP and evaluation factors that will provide MoDOT with the necessary equipment to meet our needs and in accordance with the evaluation factors identified.

Question 32: We have concerns about our ability to prepare a comprehensive line sheet due to the wide variety of available components.

Response 32: To assist Offeror's with the completion of information requested in Section (4), Paragraph (B)(1)(e), Offeror's must use the attached format. Offeror is responsible for adding any Components to this list that are included in the manufacture of the equipment offered but not identified below.

CHASSIS COMPONENTS	PERFORMANCE, CONSTRUCTION AND CAPACITY INFORMATION
Brakes	
Cab	
Chassis	
Electrical	
Engine	
Exhaust	
Frame	
Front Axle and Suspension	
Fuel System	
Rear Axle	
Transmission	
Wheels/Tires	
Accessory Operation Provisions and Parameters	
Other:	
Other:	
Other:	

BODY BUILDER COMPONENTS	PERFORMANCE, CONSTRUCTION AND CAPACITY INFORMATION
Hydraulic System	
Hoist System	
Dump Bed	
Lighting and Warning System	
Plows/Wings	
Material Spreader	
Rear Hitch/Pintle Hitch	
Tarp System	
Safety Features	
Front Bumper Snow Plow Hitch and Lift	
Other:	
Other:	
Other:	

Additional Language below must be added to each Offeror's response:

Section (4), Paragraph (B)(3)(f)

Please indicate below the percent (%) of discount off Manufacturers Suggested Retail Price (MSRP) for all equipment options available in your data book or pricing guide.

Discount off MSRP for all Data Book or Pricing Guide Options - _____ % Discount

Section (4), Paragraph (B)(3)(g)

The department is interested in assisting Missouri counties, cities, special road districts, etc. in purchasing equipment that meets Highway and Transportation Department specifications.

Each bidder is asked to indicate below whether they would be willing to offer equipment for sale to these local political entities at the same bid price offered to this department.

It is understood the department will not issue purchase orders, accept delivery nor make payment for vehicles ordered by any of these agencies. It is further understood the price is based on the unit meeting the department specifications. Any added options, deletions, or extra freight costs would be negotiated between the local agency and the successful vendor.

Indicate below whether your company is willing to offer such cooperative purchasing for Missouri counties, cities or other political entities.

Yes _____ No _____